



U.S. Department
of Homeland Security
**United States
Coast Guard**

**LOCAL NOTICE TO MARINERS
WEEKLY EDITION**

District: 5

Week: 52/05

Coastal Waters from Shrewsbury River, New Jersey to Little River, South Carolina

[HTTP://www.navcen.uscg.gov](http://www.navcen.uscg.gov)

The weekly edition of the Local Notice to Mariners contains all information relevant to the waterways within the Fifth Coast Guard District. This edition should be retained as a reference for subsequently issued Weekly Supplements. The Local Notice to Mariners (LNM) is updated each Tuesday on the U.S. Coast Guard Navigation Center website at www.navcen.uscg.gov/lnm/d5. If you have questions about the LNM, please contact:

COMMANDER, FIFTH COAST GUARD DISTRICT (oan)
431 Crawford Street, Portsmouth, Virginia 23704
Telephone (Day) : 1-757-398-6486/6552

Coast Guard Customer Infoline (8:00 a.m. - 4:00 p.m.): 1-800-368-5647.
Hearing Impaired (TDD) 1-800-689-0816

REFERENCES

Light List: ATLANTIC COAST, VOLUME II, COMDTPUB P16502.2, 2005 EDITION
U.S. Coast Pilot 3, Atlantic Coast: Sandy Hook to Cape Henry (38th) Edition
U.S. Coast Pilot 4, Atlantic Coast: Cape Henry to Key West (37th) Edition
All bearings are in degrees TRUE - All times are in Local Time inless otherwise noted.

NAVIGATIONAL INTERNET SITES

CHART CORRECTION

<http://chartmaker.ncd.noaa.gov> and <http://www.maptech.com>

2005 Light List/ Summary of Corrections

<http://www.navcen.uscg.gov/pubs/LightLists/LightLists.htm>

Coast Pilot Corrections

<http://nauticalcharts.noaa.gov/ncd/cpdownload.htm>

D5 LNM on Internet/Archived Back Issues for 2005

<http://www.navcen.uscg.gov/lnm/d5>

Chesapeake Bay Weather Buoys

<http://www.cbos.org/client.cgi>

NOAA Weather Buoy Sites

<http://seaboard.ndbc.noaa.gov/Maps/wrldmap.shtml>

Tides on Line

<http://www.tidesonline.nos.noaa.gov>

Tides, Currents, PORTS

<http://www.co-ops.nos.noaa.gov>

Weather

<http://www.intellicast.com/>

District 5 Local Notice To Mariners for correspondence

[http://william.r.jones@uscg.mil](mailto:william.r.jones@uscg.mil)

BROADCAST NOTICES TO MARINERS

This section contains corrections to federal and private Aids to Navigation, as well as NOS Corrections. Navigation information having been of immediate concern to the Mariner and promulgated by the following Broadcast Notices to Mariners (BMNs) have been incorporated in this notice when still significant at the date of this publication.

CCGD5 (D5)- 0036-05, 0037-05, 675-05, 677-05 thru 681-05, 689-05, 690-05.

Sector Delaware Bay (DB)- NO ACTIVE BROADCASTS.

Sector Field Office Atlantic City (AC)- 402-05, 404-05, 407-05 thru 411-05.

Sector Baltimore (BA)- 660-05, 677-05, 707-05, 708-05, 710-05, 712-05, 716-05, 718-05, 719-05, 720-05, 723-05.

Sector Hampton Roads (HR)- 502-05, 508-05.

Sector Field Office Eastern Shore (ES)- 147-05, 148-05.

Sector North Carolina (NC)- 080-05, 139-05, 205-05, 206-05, 210-05 thru 213-05, 216-05 thru 219-05.

ABBREVIATIONS

A through I

ACOE - Army Corps of Engineers
ADRIFT - Buoy Adrift
AICW - Atlantic Intracoastal Waterway
B - Buoy
BKW - Breakwater
B - Refer to Light List
BNM - Broadcast Notice to Mariner
CG - Refer to Light List
CHAN - Channel
CGD - Coast Guard District
CR - Refer to Light List
C/O - Cut Off
CONT - Contour
CONSTR - Construction
CRK - Creek
CONST - Construction
DBN - Daybeacon
DBD/DAYBD - Dayboard
DBN/DEST - Daybeacon Destroyed
DBN IMCH - Daybeacon Improper
Characteristic
DISCON - Discontinued
DMGD - Daybeacon Damaged
EST - Established Aid
EVAL - Evaluation
EXT - Extinguished
FL - Flashing
FS - Fog Signal
HAZ - Hazard to Navigation
HBR - Harbor
HOR - Horizontal Clearance
HT - Height
ICW - Intracoastal Waterway
IMCH - Improper Characteristic
INL - Inlet
INOP - Not Operating
ISL - Islet
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K through M

KBG - Refer to Light List
KBG-I - Refer to Light List
KBR - Refer to Light List
KBR-I - Refer to Light List
KBW - Refer to Light List
KGB - Refer to Light List
KGB-I - Refer to Light List
KGR - Refer to Light List
KGR-I - Refer to Light List
KGW - Refer to Light List
KGW-I - Refer to Light List
KRB - Refer to Light List
KRB-I - Refer to Light List
KRG - Refer to Light List
KRG-I - Refer to Light List
KRW - Refer to Light List
KWB - Refer to Light List
KWB-I - Refer to Light List
KWG - Refer to Light List
KWG-I - Refer to Light List
KWR - Refer to Light List
KWR-I - Refer to Light List
LAT - Latitude
LB - Lighted Buoy
LBB - Lighted Bell Buoy
LHB - Lighted Horn Buoy
LGB - Lighted Gong Buoy
LONG - Longitude
LNM - Local Notice to Mariners
LT - Light
LT CONT - Light Continuous
LWB - Lighted Whistle Buoy
LWP - Left Watching Properly
MISS - Missing
MR - Refer to Light List
MR-I - Refer to Light List

N through Z

NB - Refer to Light List
N/C - Not Charted
ND - Refer to Light List
NG - Refer to Light List
NGA - National Geospatial-Intelligence Agency
NL - Refer to Light List
NO - Number
NOS - National Ocean Service
NR - Refer to Light List
NW - Refer to Light List
NW - Notice Writer
NY - Refer to Light List
OBSCU - Obscured
OBST - Obstruction
OBSTR - Obstruction
PRIV - Private Aid
RBN - Radio Beacon
REBUILT - Aid Rebuilt
RECOVERED - Aid Recovered
RED - Red Buoy
REDINT - Reduced Intensity
RRL - Range Rear Light
RELIGHTED - Aid Relighted
RELOC - Relocated
RESET ON STATION - Aid Reset on Station
RFL - Range Front Light
RIV - River
SEC - Section
SG - Green Square
SG-SY - Green Square with Yellow Square
SHL - Shoaling
SND - Sound
TEMP - Temporary Aid Change
St M - Statute Mile
TR - Red Triangle
TRLB - Temporarily Replaced by Lighted Buoy
TRLT - Temporarily Replaced by Light
TR-TY - Red Triangle with Yellow Triangle
TRUB - Temporarily Replaced by Unlighted Buoy

Additional Abbreviations Specific to this LNM Edition: None

SECTION I - SPECIAL NOTICES

This section contains information of special concern to the Mariner.

CAUTION TO BE USED IN RELIANCE UPON AIDS TO NAVIGATION

The aids to navigation depicted on charts comprise a system of fixed and floating aids with varying degrees of reliability. Therefore, prudent

CAUTION TO BE USED IN RELIANCE UPON AIDS TO NAVIGATION

mariners will not rely solely on any single aid to navigation, particularly a floating aid. With respect to buoys, the buoy symbol is used to indicate the approximate position of the buoy body and the sinker, which secures the buoy to the seabed. The approximate position is used because of practical limitations in positioning and maintaining buoys and their sinkers in precise geographical locations. These limitations include, but are not limited to, inherent imprecision-s in position fixing methods, prevailing atmospheric and sea conditions, the slope of and the material making up the seabed, the fact that buoys are moored to sinkers by varying lengths of chain, and the fact that buoy body and/or sinker positions are not under continuous surveillance but are normally checked only during periodic maintenance visits which often occur more than a year apart. The position of the buoy body can be expected to shift inside and outside the charting symbol due to the forces of nature. The mariner is also cautioned that buoys are liable to be carried away, shifted, capsized, sunk, etc. Lighted buoys may be extinguished or sound signals may not function as the result of ice, running ice or other natural causes, collisions, or other accidents. For the foregoing reasons, a prudent mariner must not rely completely upon the position or operation of floating aids to navigation, but will also utilize bearings from fixed objects and aids to navigation on shore. Further, a vessel attempting to pass close aboard always risks collision with a yawing buoy or with the obstruction the buoy marks.

AIDS TO NAVIGATION IN THE EIGHTH COAST GUARD DISTRICT AND LOCAL NOTICE TO MARINERS AS A RESULT OF HURRICANE KATRINA

The damage from Hurricane Katrina is extensive, particularly along the Alabama, Mississippi, and Louisiana coasts. The Eighth Coast Guard District will not be publishing the Local Notices to Mariners for the GULF OF MEXICO or the MISSISSIPPI RIVER SYSTEM until further notice. Additionally, due to damage to Coast Guard broadcast facilities, marine safety information broadcasts issued via VHF-FM, HF, and NAVTEX New Orleans (NMG) will not be issued. As marine safety information becomes available, it will be broadcast via SafetyNET. Mariners should be aware that aids to navigation in these areas and on structures in the Gulf of Mexico may have been damaged or destroyed. Lighted and unlighted buoys may have been moved from charted position, damaged, sunk, extinguished, or otherwise made inoperative. Mariners should not rely completely upon the position or operation of an aid to navigation, but should also employ other methods of determining position as may be available. Wrecks and submerged obstructions may have been moved from charted locations and pipelines may become uncovered or moved due to the force of storm surges. Mariners should exercise caution and report aid to navigation discrepancies and hazards to navigation to the nearest Coast Guard unit.

NORTHERN RIGHT WHALE MIGRATION - ENCOUNTER REGULATIONS AND REQUIREMENTS

The severely endangered Northern Right Whale may be encountered within 20-30 nautical miles of the Atlantic seaboard as they migrate from Florida to the Gulf of Maine. Right whales are slow moving animals that are prone to collisions with ships. Vessel operators are reminded to use caution and proceed at safe speeds in areas used by the Right Whales during this migration to minimize the possibility of collision with ships and vessels. Intentionally approaching within 500 yards of Right Whales is prohibited and is in violation of federal law. A minimum distance of 500 yards must be maintained from a sighted whale. NOAA recommends that vessel operators assume that any whale sighted within 30 nautical miles of the coast is a Right Whale. For the latest advisories and sightings, operators are requested to monitor USCG Broadcast Notice to Mariners, NAVTEX, NOAA Weather radio, Cape Cod Vessel Traffic Control and Bay of Fundy Vessel Traffic Control. Consult the U.S. Coast Pilot for ways to avoid hitting Right Whales and applicable regulations. Commercial vessels over 300 GT are reminded to comply with the requirement of the mandatory ship reporting system. For further information, consult 33CFR 169 or the U.S. Coast Pilot.

VA - CHESAPEAKE BAY - NORFOLK HARBOR AND ELIZABETH RIVER (EASTERN BRANCH) BRIDGE RESTRICTIONS

Mariners are advised that the Commander, Fifth Coast Guard District, has approved a temporary deviation from the operating regulations at the Berkley Bridge, at mile 0.4, across the Elizabeth River (Eastern Branch), in Norfolk, Virginia. To facilitate electrical and mechanical repairs, this deviation allows the drawbridge to remain closed-to-navigation each day, from 7 a.m. to 7 p.m., on three two-day closure periods: December 28 & 29, 2005; January 24 & 25, 2006; and February 21 & 22, 2006. At all other times, the drawbridge will operate in accordance with the operating drawbridge regulations set out in Title 33 Code of Federal Regulations Part 117.1007. Chart: 12253.

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SEASONAL CHANGES/REMOVAL OF AIDS TO NAVIGATION

Coast Guard Aids to Navigation units have commenced their seasonal reliving of and changes to aids to navigation within the Fifth Coast Guard District. Mariners are advised to refer to the LIGHT LIST, VOLUME II, ATLANTIC COAST, SHREWSBURY RIVER, NEW JERSEY TO LITTLE RIVER, SOUTH CAROLINA, 2004 EDITION for specific dates on when certain aids to navigation will be removed or advertised characteristics changed.

CODE OF FEDERAL REGULATIONS -TITLE 33 PART 70 - INTERFERENCE WITH OR DAMAGE TO AIDS TO NAVIGATION

No person, shall take possession of or make use of for any purpose, or build upon, alter, deface, destroy, move, injure, obstruct by fastening vessels thereto or otherwise, or in any manner whatever impair the usefulness of any aid to navigation established and maintained by the United States.

Recently several offshore NOAA data buoys parted their moorings and became adrift due to excessive strain on the mooring. These navigational data buoys collect valuable on scene weather data for all mariners. These buoys are anchored to the seabed, and some have a watch circle radius of over 1 nautical mile. Once the mooring is parted and the buoy is adrift only certain Coast Guard resources can reset the aid back on its intended station. Coordinating of resources to retrieve the buoy, and place it back on station is time consuming and sometimes take weeks, thus valuable weather information cannot be obtained and relayed to mariners in need of it. Mariners are advised not to interfere with these aids to navigation and report any sightings of vessels tied off to them to the U.S. Coast Guard. Interference with or intentional damage to Aids to Navigation is a misdemeanor and shall be subject to a fine not exceeding the sum of \$500 for each offense (33 CFR 70.0l).

U.S. NAVAL OBSERVATORY WASHINGTON, D.C. 20392-5420 July 27, 2005 No. 69 TIME SERVICE ANNOUNCEMENT SERIES 14 UTC TIME STEP

1. The International Earth Rotation and Reference Systems Service (IERS) has announced the introduction of a time step to occur at the end of December, 2005.

2. Coordinated Universal Time (UTC) will be retarded by 1.0s so that the sequence of dates of the UTC markers will be:

2005 December 31 23h 59m 59s

2005 December 31 23h 59m 60s

2006 January 01 0h 0m 0s

3. The difference between UTC and International Atomic Time (TAI) is:

from 1999 01 Jan, UTC to 2006 01 January, UTC: TAI-UTC= +32s from 2006 01 Jan, UTC until further notice: TAI-UTC= +33s 4. Information regarding current and predicted values of UT1-UTC is provided in IERS Bulletin A.

5. UTC and all time scales based on UTC will be affected by this adjustment. However, Loran-C and GPS will not be adjusted physically. Times of Coincidence for LORAN-C are available on the Time Service Web Page (<http://tycho.usno.navy.mil/loran.html>). For GPS, the leap second correction contained within the UTC data of sub frame 4, page 18 of the navigation message transmitted by satellites will change.

Before the leap second

GPS-UTC = +13s (i.e., GPS is ahead of UTC by thirteen seconds) After the leap second GPS-UTC = +14s (i.e., GPS will be ahead by fourteen seconds)

Nauticast Navigations system GmbH, the manufacturer of the NAUTICAST and NAUTICAST2 (certificate pending), Nauticast X-Pack DS (USCG Type-Approval Nr. 165.155/0007/0), also known as the ACR Global Watch UAIS, Global Watch UAIS2, Raytheon RM 808 AIS, Marine Technology Bridge mate AIS, has issued a Technical Bulletin alerting customers that the additional second will affect the performance of these systems, unless a manual re-synchronization takes place between January 1 and January 2 (visit <http://www.nauticast.com>).

Mariners are advised to monitor any system that relies upon UTC (GPS, AIS, CELL PHONES etc., et al) for timing or positioning for possible anomalous operation because this "leap second" may affect the performance of other AIS units, as well as other electronic navigation systems.

CHESAPEAKE BAY-REGULATED NAVIGATION AREA (RNA) REQUIREMENTS FOR PORT ENTRY/TRANSIT/DEPARTURE.

Mariners have been advised that there has been an amendment to the Chesapeake Bay Regulated Navigation Area which requires all vessels 300 gross tons and over, including tug and barge combined, to obtain permission prior to entering, departing, and/or moving within the Regulated Navigation Area. To obtain permission, vessels shall contact the Joint Harbor Operations Center (JHOC) prior to entry or movement via VHF-FH CH 12, alternate 13/16 and relay vessel documentation number, IMO number or VIN for verification. This includes entries from offshore, James River, Chesapeake Bay or Intracoastal Waterway. Alternate JHOC phone numbers are (757) 444-5210/5209. If the JHOC cannot be reached, the Captain of the Port (COTP) Command Duty Officer may be reached at (757) 668-5555.

PORTS AND WATERWAYS INFORMATION LINE

A Coast Guard toll-free hotline is now available to provide both commercial and recreational mariners with the latest, up-to-date information on local waterways and port openings, closures and restrictions. The Coast Guard Maritime Safety Line, 1-800-682-1796, has information from over 30 Coast Guard Captains of the Port (COTP) from the Mississippi River to the Atlantic Ocean. The Safety Line is broken into five regions: Northeast Region Eastern New York, Rhode Island, Maine and Massachusetts.

Mid-Atlantic/Southeast Region -Eastern and southern Florida, South and North Carolina, Virginia, Maryland and eastern Pennsylvania.

Gulf Region - Northwest Florida, Alabama, Louisiana and Texas.

Great Lakes Region -Western New York, Ohio, Michigan, Illinois, Wisconsin and Minnesota.

Mid-West Rivers Region - Missouri, West Virginia, western Pennsylvania, Kentucky and Tennessee.

PORTS AND WATERWAYS INFORMATION LINE

Puerto Rico has its own information line with information on 22 ports at (787)-706-2415.

REQUIRED BALLASTWATER MANAGEMENT REPORTS FOR VESSELS OPERATING OUTSIDE THE EEZ

Mariners are reminded that in accordance with 33 CFR 151.2040, all vessels which carry ballast water, including residual ballast water and sediments, are asked to submit a ballast water management report after operating outside the EEZ at their first port of call in U.S. waters. These reports may be transmitted electronically to <http://invasions.si.edu/ballast.htm>, e-mailed to ballast@serc.si.edu, faxed to Commandant, U.S. Coast Guard, c/o the NBIC at 301-261-4319, or mailed to U.S. Coast Guard, c/o Smithsonian Environmental Research Center (SERC), P.O. Box 28, Edgewater, MD. 21037-0028.

AVAILABILITY OF A NATIONAL OCEAN SERVICE CRITICAL CHART CORRECTIONS WEB SITE

The Office of Coast Survey, National Ocean Service (NOS) and NOAA, announces a new Internet service to the marine public at the following web site: This service provides advance notification of critical chart corrections identified by NOS cartographers during nautical chart updating activities. Critical chart corrections are either recently identified hazards to navigation or are information regarded by NOS as essential for safe navigation, e.g. channel conditions, bridge and cable clearances, regulatory changes. Critical chart corrections posted on this web site are forwarded to the United States Coast Guard (USCG) and the National Geo-Spatial Intelligence (NGA) for inclusion in their Local Notice To Mariners (LNM) and Notice To Mariners (NTM) respectively. Additionally, updates to the United States Coast Pilot, Volumes 1-9, are posted on this web site. This web site must not be viewed as a substitute for either the USCG LNM or the NGA NTM. Aid to navigation changes and other important information published in USCG and NGA notices are not available on this web site.

USCG NAVIGATIONAL INFORMATION SERVICE (NIS)/USCG NAVIGATION CENTER

The United States Coast Guard Navigational Information Service (NIS), operated by the USCG Navigation Center, is staffed 24 hours a day, 7 days a week. The NIS provides information on the current operational status, effective policies, and general information on GPS, DGPS, and LORAN-C. The NIS also disseminates Safety Broadcasts (BNM), Local Notice to Mariners (LNM), and the latest Notice Advisory to Navstar (NANU). These notices can also be obtained via-e-mail subscription through the USCG Navigation Center website (<http://www.navcen.uscg.gov/gps/status/default.htm>). In addition, the NIS investigates all reports of degradation or loss of GPS, DGPS or LORAN service. Mariners are encouraged to report all degradation of radio navigation services to the NIS via any of the following: Phone: 703-313-5900, Email: webmaster@navcen.uscg.mil or on the World Wide Web at <http://www.navcen.uscg.gov>.

NAUTICAL CHART UPDATES

The National Ocean Service (NOS) has moved and expanded the function of its -critcorr- website. The new -Nautical Chart Updates- website allows the mariner to update their nautical charts from one database that includes information from NOS, and NGA Notice to Mariners, the Coast Guard Local Notice to Mariners and the Canadian Coast Guard Notice to Mariners. To access the website and for more information go to: <http://chartmaker.ncd.noaa.gov/> and click on -Chart Updates-.

NATIONAL OCEAN SERVICE (NOS) - CHARTS, PUBLICATIONS, AND TABLES - SALES AGENTS

Sales agents for Charts and Coast Pilots of the National Ocean Service are located in many U. S. ports and in some foreign ports. A list of authorized sales agents and chart catalogs is available free upon request from National Ocean Service, Distribution Division (N/ACC3), 6501 Lafayette Avenue, Riverdale, Maryland 20737.

PREPARATION OF PROGRAMMATIC ENVIRONMENTAL IMPACT STATEMENT FOR A NATIONWIDE AUTOMATIC IDENTIFICATION SYSTEM

On November 23, 2005, the U.S. Coast Guard (USCG) published a Notice of Intent; Notice of Public Meeting; and Request for Comments in the Federal Register (Volume 70, Number 225, page 70862) concerning the preparation of a Programmatic Environmental Impact Statement (PEIS)

PREPARATION OF PROGRAMMATIC ENVIRONMENTAL IMPACT STATEMENT FOR A NATIONWIDE AUTOMATIC IDENTIFICATION SYSTEM

as part of the environmental planning process for a Nationwide Automatic Identification System (NAIS). The NAIS project was initiated as a component of implementing the Maritime Transportation Security Act of 2002. Implementation of the NAIS, in part, involves installing Automatic Identification System (AIS) equipment and related support systems on and around communications towers or other structures along 95,000 miles of coastline and inland rivers. The NAIS project is being conducted to provide the USCG with the capability to receive and distribute information from shipboard AIS equipment in order to enhance Maritime Domain Awareness. The project will provide detection and identification of vessels carrying AIS equipment approaching or operating in the maritime domain where little or no vessel tracking currently exists. Publication of this notice begins a scoping process that identifies and determines the scope of environmental issues to be addressed in the PEIS. This notice requests public participation in the scoping process and provides information on how to participate. The section of the Federal Register containing the PIES notice can be accessed via the Internet at <http://dmses.dot.gov/docimages/p83/373427.pdf>

LNM: 49/05

SECTION II - DISCREPANCIES

This section lists all reported and corrected discrepancies related to Aids to Navigation in this edition. A discrepancy is a change in the status of an aid to navigation that differs from what is published or charted.

DISCREPANCIES (FEDERAL AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
40	Brigantine Inlet Lighted Wreck Buoy WR2	MISSING	12318	0398AC	50/05	
720	Beaufort Inlet Channel Lighted Whistle Buoy BM	RAC INOP	11547	0509D5	38/05	
860	Cape Fear River Entrance Lighted Whistle Buoy CF	RAC INOP	11537	0205NC	51/05	
942	Barnegat Inlet North Breakwater Light 6	DBD DMGD	12324	0389AC	48/05	
1110	Little Egg Inlet Lighted Buoy 3	LT EXT	12316	0368AC	45/05	
1520	South Shoal Lump Lighted Buoy 8A	OFF STA	12216	0404AC	52/05	
1570	Delaware Bay Main Channel Lighted Bell Buoy 16	LT EXT	12214	0408AC	52/05	
1640	Ship John Shoal Light	LT EXT	12304	0405AC	52/05	
2125	Rehoboth Bay Daybeacon 12	MISSING	12216	0023ES	06/04	
2145.1	Rehoboth Bay Channel Daybeacon 18A	TRUB	12216	0110ES	32/05	
2148	Rehoboth Bay Channel Daybeacon 19	TRUB	12216	0048ES	09/04	
3840	Enterprise Upper Range Front Light	REDUCED INT	12314	NONEDB	36/05	
3845	Enterprise Upper Range Rear Light	REDUCED INT	12314	NONEDB	36/05	
4420.1	Indian River Inlet Daybeacon 17A	TRLB	12216	0018ES	05/04	
4430	Indian River Junction Light IR	TRLB	12216	0102ES	30/05	
4445	Pepper Creek Daybeacon 2	TRUB	12216	0111ES	32/04	
4470	Pepper Creek Lighted Buoy WR10	TRLB	12216	0101ES	22/04	
4780	Isle of Wight Bay Daybeacon 1	TRUB	12211	0095ES	27/05	
5040	Sinepuxent Bay Channel Light 11	TRLB	12211	0093ES	26/05	
5326	Chincoteague Channel Daybeacon 12A	TRUB	12210	0085ES	25/05	
5331	Chincoteague Channel Daybeacon 13A	TRLB	12211	0145ES	49/05	
5390	Chincoteague Channel Daybeacon 27	TRLB	12210	0133ES	45/05	
5825	Virginia Inside Passage Daybeacon 72	TRUB	12210	0193ES	51/04	
5855	Parker Creek Channel Buoy 2	MISSING	12210	0087ES	25/05	
5870	Virginia Inside Passage Light 82	LT EXT	12210	0147ES	50/05	
6155	Virginia Inside Passage Daybeacon 162	TRUB	12210	NONEHR	25/04	
6765	Quinby Creek Daybeacon 5	TRUB	12210	0066ES	19/05	
6775	Quinby Creek Light 9	TRLB	12210	0066ES	19/05	
6790	North Inlet Light 1	TRLB	12210	NONEHR	11/04	
6987	Spit Bar Light SB	MISSING	12224	0256HR	26/05	
7325	Stingray Point Light	TRLB/LT EXT	12235	0437HR	44/05	

9552.5	Norfolk International Terminal North Channel Lighted Buoy 6	MISSING	12245	0479HR	48/05
9565	Norfolk International Terminal Daybeacon 6	MISSING	12245	0481HR	48/05
9820	Portsmouth Marine Terminal Buoy 4	OFF STA	12253	0429HR	43/05
10577	Willoughby Bay Buoy 1A	MISSING	12245	0505HR	52/05
10715	Lafayette River Channel Daybeacon 15	TRLB	12245	0330HR	33/05
14290	Southwest Branch Daybeacon 4	DBD DEST	12241	0485HR	49/05
14850	Queens Creek Daybeacon 6A	TRUB	12235	0377HR	38/05
15720	Rappahannock River Daybeacon 60	TRUB	12237	0334HR	35/05
15725	Rappahannock River Daybeacon 62	TRUB	12237	0345HR	35/05
15735	Rappahannock River Daybeacon 64	TRUB	12237	0346HR	35/05
15760	Rappahannock River Daybeacon 70	TRUB	12237	0348HR	35/05
15770	Rappahannock River Daybeacon 74	TRUB	12237	0353HR	35/05
15785	Rappahannock River Daybeacon 78	TRUB	12237	0350HR	35/05
17095	Breton Bay Daybeacon 7A	TRLB/HAZ NAV	12286	0631BA	43/05
18800	St Jerome Creek Daybeacon 1A	TRLB/HAZ NAV/DBD DEST	12233	0380BA	21/05
23400	Goose Creek Channel Daybeacon 2	DBN DMGD	12231	0466BA	28/05
24030	Nanticoke River Channel Buoy 10	SINKING	12261	0723BA	52/05
24550	Honga River Channel Light 17	LT IMCH	12261	0708BA	51/05
24600	Tar Bay Channel Light 5	LT IMCH	12261	0707BA	51/05
24805	Trippe Bay Buoy 4	MISSING	12266	0444BA	27/05
25525	Irish Creek Daybeacon 6	TRUB	12266	0220BA	14/01
28003	Oregon Inlet Lighted Buoy 6	LT EXT	12204	0201NC	51/05
28455	Wanchese Channel Daybeacon 4	TRUB	12205	0212NC	51/05
28645	Hatteras Inlet Lighted Buoy 2	OFF STA	11555	0090NC	41/05
28960	Teaches Hole Channel Lighted Buoy 22	HAZ NAV	11550	0181NC	49/05
29328	Beaufort Inlet Channel Lighted Whistle Buoy BM	RAC INOP	11547	0509D5	38/05
29425	Morehead City Channel Lighted Buoy 19	LT EXT	11547	0218NC	52/05
29495	Bogue Inlet Buoy 1	OFF STA	11541	0117NC	43/05
29500	Bogue Inlet Buoy 2	OFF STA	11541	0076NC	43/05
29515	Bogue Inlet Buoy 5	OFF STA	11541	0076NC	46/05
29655	New River Inlet Buoy 1	OFF STA	11541	0147NC	46/05
29660	New River Inlet Buoy 2	OFF STA	11541	0148NC	46/05
29675	New River Inlet Lighted Buoy 5	OFF STA	11541	0149NC	46/05
29680	New River Inlet Buoy 6	OFF STA	11541	0150NC	46/05
29700	New River Inlet Buoy 8	OFF STA	11541	0151NC	46/05
29975	New Topsail Inlet Buoy 1	OFF STA	11541	0198NC	50/05
30140.12	Old Topsail Creek Buoy 12	MISSING	11541	0197NC	50/05
30316	Cape Fear River Entrance Lighted Whistle Buoy CF	RAC INOP	11537	0205NC	51/05
30520	Cape Fear River Channel Lighted Buoy 22	OFF STA	11534	0184NC	49/05
30665	Cape Fear Channel Lighted Buoy 30	LT EXT	11534	NONEFM	46/05
31380	Albemarle Sound Entrance Light AS	TRLB	11553	0119NC	29/05
31860	Chowan River Daybeacon 24	TRUB	12205	0116NC	28/05
31895	Chowan River Daybeacon 32	TRUB	12205	0117NC	28/05
32290	Frisco Approach Light 2F	TRUB	11555	NONEFM	46/05
34320	Harbor Island Warning Daybeacon	DBN DMGD	11550	0102NC	10/03
34770	North River Warning Light	DBN DMGD	11545	0527NC	49/03
35035	New Jersey Intracoastal Waterway Light 17	DBD DMGD	12324	0331AC	40/05
35055	New Jersey Intracoastal Waterway Light 22	LT EXT	12324	0374AC	45/05
35540.1	New Jersey Intracoastal Waterway Buoy 131A	MISSING	12316	0393AC	49/05
35867	New Jersey Intracoastal Waterway Buoy 221	MISSING	12316	0347AC	43/05

36765	Cape May Harbor Light 14	DBD DMGD	12317		50/05	
37055	Albemarle Sound Entrance Light AS	TRLB	11553	0119NC	29/05	
38880	Bogue Sound Daybeacon 11	MISSING/TRUB	11541	0216NC	52/05	
39315	New River/ Cape Fear River Light 2	TRLB	11541	0210NC	51/05	
39315	New River/ Cape Fear River Light 2	TRUB	11541	0204NC	51/05	
39560	New River/Cape Fear River Light 103	DBD DMGD	11541	0213NC	52/05	52/05
39910	Cape Fear Channel Lighted Buoy 30	LT EXT	11534	NONEFM	46/05	
40010	Cape Fear River Channel Lighted Buoy 22	OFF STA	11534	0184NC	49/05	

DISCREPANCIES (FEDERAL AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
640	Diamond Shoal Lighted Buoy 12	RELIGHTED	11555	0200NC	51/05	52/05
1510	Delaware Bay Entrance Channel Lighted Buoy 6	WATCHING PROPERLY	12216	0404AC	52/05	52/05
5385	Chincoteague Channel Light 25	REBUILT/RECOVERED	12210	0152ES	51/05	52/05
7557	Chesapeake Channel Lighted Buoy 72A	RELIGHTED	12233	0717BA	51/05	52/05
7620	Chesapeake Channel Lighted Bell Buoy 76	RELIGHTED	12264	0714BA	51/05	52/05
9375	Norfolk Entrance Reach Range Rear Light	RELIGHTED	12245	0506HR	52/05	52/05
10905	Hampton River Light 6	WATCHING PROPERLY	12245	0498HR	50/05	52/05
12100	James River Channel Lighted Buoy 52	WATCHING PROPERLY	12248	0503HR	52/05	52/05
12110	James River Channel Lighted Buoy 54	WATCHING PROPERLY	12248	0504HR	51/05	52/05
12720	James River Light 154	REBUILT/RECOVERED	12252	0428HR	43/05	52/05
23015	Big Thorofare Channel Light 1	WATCHING PROPERLY	12228	0710BA	51/05	52/05
24340	Nanticoke River Daybeacon 67	WATCHING PROPERLY	12261	0716BA	51/05	52/05
28940	Ocracoke Inlet Lighted Buoy 16	WATCHING PROPERLY	11550	0207NC	51/05	52/05
28955	Teaches Hole Channel Lighted Buoy 20	N/A	11550	0181NC	49/05	52/05
28955	Teaches Hole Channel Lighted Buoy 20	RELIGHTED	11550	0208NC	51/05	52/05
28962	Teaches Hole Channel Lighted Buoy 24	WATCHING PROPERLY	11550	0209NC	51/05	52/05
29400	Fort Macon Reach Range Rear Light	RELIGHTED	11547	0219NC	52/05	52/05
32085	Stumpy Point Target Warning Light W	WATCHING PROPERLY	11555	0206NC	51/05	52/05
38510	Newport Marshes Buoy 37	WATCHING PROPERLY	11541	0211NC	51/05	52/05

DISCREPANCIES (PRIVATE AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
1145	Marshelder Channel Buoy 2	MISSING	12316	0449AC	50/03	
1345	Ship Channel Buoy 5	OFF STA	12316	0358AC	44/05	
1385	Ship Channel Buoy 13	OFF STA	12316	0367AC	45/05	
2119.19	Herring Creek Daybeacon 19	DBN DEST	12216	0140ES	34/03	
3225	Chester Transmission East Lights (4)	FS INOP	12312	0196DB	26/05	
4880	Thorofare Channel Buoy 4	MISSING	12211	NONED5	24/05	
4885	Thorofare Channel Buoy 5	OFF STA	12211	NONED5	24/05	
4890	Thorofare Channel Buoy 6	MISSING	12211	NONED5	24/05	
4905	Thorofare Channel Buoy 12	OFF STA	12211	0110ES	47/00	
4940	Ocean Pines Outfall Light A	DBN DEST	12211	NONED5	24/05	
4945	Ocean Pines Outfall Daybeacon B	DBN DEST	12211	NONED5	24/05	
5160	Chincoteague Bay State Boundry Line Buoy A	OFF STA	12211	NONEES	20/05	
5165	Chincoteague Bay State Boundry Line Buoy B	OFF STA	12211	NONEES	20/05	
5175	Chincoteague Bay State Boundry Line Buoy D	OFF STA	12211	NONEES	20/05	
5180	Chincoteague Bay State Boundry Line Buoy E	ADRIFT	12211	0502BA	31/05	
5180	Chincoteague Bay State Boundry Line Buoy E	OFF STA	12211	NONEES	20/05	

5453	Coards Marsh SAV Sanctuary Daybeacon A	MISSING	12211	NONEES	20/05
5453.1	Coards Marsh SAV Sanctuary Daybeacon B	MISSING	12211	NONEES	20/05
5453.2	Coards Marsh SAV Sanctuary Daybeacon C	MISSING	12211	NONEES	20/05
5457	Greenbackville SAV Sanctuary Daybeacon A	MISSING	12211	0040ES	07/04
5457.1	Greenbackville SAV Sanctuary Daybeacon B	MISSING	12211	0040ES	07/04
9730	Elizabeth River Deperming Range Obstruction Light	DBN DMGD	12253	0566HR	40/03
10157.03	Crab Creek Buoy 5 (City of VA. Beach)	MISSING	12254	0158HR	16/05
10157.05	Crab Creek Buoy 7 (City of VA. Beach)	BUOYDMGD	12254	0159HR	16/05
10157.06	Crab Creek Buoy 8 (City of VA. Beach)	BUOYDMGD	12254	0160HR	16/05
10205	Lynnhaven Inlet-Western Branch Daybeacon 6	DBN IMCH	12254	0116HR	11/05
10331.14	Lynnhaven River-Western Branch Daybeacon 43	DBN DEST	12254	0161HR	16/05
10331.17	Lynnhaven River-Western Branch Daybeacon 47	DBN DEST	12254	0162HR	16/05
10331.24	Lynnhaven Inlet-Western Branch Daybeacon 57	DBN DEST	12254	0163HR	16/05
10332.3	Lynnhaven River- Eastern Branch Daybeacon 5	DBN DEST	12222	0164HR	16/05
10332.6	Lynnhaven River- Eastern Branch Daybeacon 8	DBN DEST	12222	0165HR	16/05
10332.9	Lynnhaven River-Eastern Branch Daybeacon 13	DBN DEST	12222	0166HR	16/05
10334.6	Lynnhaven River-Eastern Branch Daybeacon 37	DBN DEST	12222	0167HR	16/05
10334.7	Lynnhaven River-Eastern Branch Daybeacon 38	DBN DEST	12222	0168HR	16/05
10881	HRSD Newport News Pt. Outfall Lighted Buoy BH	LT EXT	12245	0360HR	35/05
11065	Virginia Power West Tower Light	LT EXT	12248	0519HR	48/04
12616	Weanack Channel Entrance Lighted Buoy 2WC	LT EXT	12252	0332HR	29/04
12957.01	Fox Hill Channel Daybeacon 1	MISSING	12238	0507HR	46/04
13070	Harris River Approach Daybeacon 8	DBN DMGD	12238	0226HR	19/04
13575	Virginia Power Underwater Obstruction Light A	LT EXT	12238	0266HR	23/04
13585	Viginia Power Intake Jetty Light A	LT EXT	12238	0501HR	44/04
13630	Wormley Creek Marina Buoy 1	BUOY DMGD	12238	0493HR	50/05
16845	Mill Creek Daybeacon 2	DBN DMGD	12233	0142BA	05/01
17845	Nanjemoy Creek Daybeacon 5	DBN DEST	12288	0205BA	07/04
18012.5	Aquia Creek Daybeacon 18	MISSING	12288	0197BA	26/02
18430	Little Hunting Creek Lighted Buoy 4	OFF STA	12289	0366BA	18/03
18850	Buzz's Marina Channel Daybeacon 6	DBN DEST	12233	0296BA	12/03
18860	N.A.S. Paxtuxent River Basin Entrance Light 2	DBN DMGD	12233	0337BA	24/01
18865	N.A.S. Patuxent River Basin Entrance Light 1	DBN DMGD	12233	0338BA	24/01
18995	ST. John Creek Daybeacon 2	DBN IMCH	12284	0355BA	19/05
19030	West Seaplane Basin Entrance Light 1	LT IMCH	12264	0182BA	08/05
19035	West Seaplane Basin Entrance Light 2	LT IMCH	12264	0183BA	08/05
19062	Solomons Island Fishing Pier Light	LT EXT	12284	0179BA	08/05
19152	Academy of Natural Science Intake Light B	LT EXT	12264	0178BA	08/05
19215	Cape St. Mary's Marina Breakwater Light	LT EXT	12264	0180BA	08/05
19275	Chalk Point Cable Crossing Tower Light B	LT EXT	12264	0181BA	08/05
19277	Chalk Point Cable Crossing Tower Light 29	DBN IMCH	12264	0150BA	08/05

19278	Chalk Point Power Light 30 (B G & E)	LT IMCH	12264	0151BA	08/05
19279	Chalk Point Tower Light C (BG & E)	LT IMCH	12264	0152BA	08/05
19280	Chalk Point Tower Light D (BG & E)	LT IMCH	12264	0153BA	08/05
19780	Triton Light	LT EXT	12282	0933BA	51/04
19840	Chesapeake Harbor Entrance Light 2	LT IMCH	12282	0889BA	47/04
19870	Chesapeake Harbor Jetty Light 8	LT IMCH	12282	0890BA	47/04
20210	Forked River Daybeacon 2	DBN DMGD	12282	0594BA	39/03
20235	Blackhole Creek Light 2	DBN DMGD	12282	0594BA	39/03
20430	Pennwood Channel Range Front Light	LT EXT	12278	0633BA	43/05
20545	Sparrow Pt. Steel Work Ch. Range Front Light	LT EXT	12278	0335BA	18/05
20545	Sparrow Pt. Steel Work Ch. Range Front Light	LT EXT	12278	0302BA	36/02
20705	Sollers Point Daybeacon 1	LT EXT	12281	0732BA	52/03
20760	HAW Generating Plant Channel Buoy 7	BUOYSINK	12278	0594BA	39/03
20805	Hawkins Point Pier Buoy 2	OFF STA	12278	0103BA	18/02
21543	Kings Creek Channel Light 5	LT IMCH	12224	NONED5	24/05
22095	Onanock Creek Channel Buoy 1 (South Branch)	MISSING	12228	0277BA	12/05
22415	Pocomoke Sound State Boundary Line DBN E	BUOYSINK/BUOYDMGD	12228	0220BA	07/04
22420	Pocomoke Sound State Boundary Line DBN F	MISSING	12228	0292BA	09/04
22435	Pocomoke Sound State Boundary Line DBN J	MISSING	12228	0293BA	09/04
22945	Ward Creek Daybeacon 1	DBN IMCH	12231	0504BA	31/05
22950	Ward Creek Daybeacon 2	DBN IMCH	12231	0505BA	31/05
22955	Ward Creek Daybeacon 3	DBN IMCH	12231	0506BA	31/05
22960	Ward Creek Daybeacon 4	DBN IMCH	12231	0507BA	31/05
22965	Ward Creek Daybeacon 5	DBN IMCH	12231	0508BA	31/05
22970	Ward Creek Daybeacon 6	DBN IMCH	12231	0509BA	31/05
22985	Ward Creek Danger Marker A	MISSING	12231	0503BA	31/05
25020	Cambridge Channel Range Front Light	LT EXT	12268	0382BA	46/02
25025	Cambridge Channel Range Rear Light	LT EXT	12268	0383BA	46/02
25316.13	Upper Choptank River Buoy 19	LT EXT	12268	0801BA	41/04
25745	Upper Edge Creek Daybeacon 1	DBN IMCH	12266	0007BA	02/05
25755	Upper Edge Creek Daybeacon 3	DBN IMCH	12266	0008BA	02/05
26270	Cox Creek Daybeacon 4	DBN DEST	12270	0312BA	09/04
26343.3	Greenwood Creek Buoy 4	OFF STA	12270	0411BA	24/03
27080	Back River Daybeacon 7	DBN DEST	12278	0488BA	30/05
27275	Upper Gunpowder River Daybeacon 11	DBN IMCH	12274	0704BA	34/04
27363	Bush River Light 9	LT EXT	12274	0332BA	17/05
27364	Bush River Light 10	LT EXT	12274	0332BA	17/05
27900	Upper Elk River Buoy 2	MISSING	12274	0013BA	03/04
27905	Upper Elk River Buoy 4	MISSING	12274	0014BA	03/04
28697	South Ferry Terminal Buoy FD2	BUOYDMGD	11550	0068NC	16/04
29363	Beaufort Inlet Shipwreck Warning Buoy	OFF STA	11547	0089NC	41/05
30562.3	Sunny Point Terminal Warning Light L	TRLB	11534	0016FM	02/03
31350	Colington Harbor Entrance Daybeacon 3	DBN DEST	12205	0224CH	52/04
33200	Jacobs Creek Canal Daybeacon 1	DBN DMGD	11554	0339FM	34/02
33205	Jacobs Creek Canal Daybeacon 2	DBN DMGD	11554	0340FM	34/02
33427	Swan Point Warning Daybeacon A	MISSING	11548	0088FM	09/03
38570	Triple S. Marina Daybeacon 8	DBN DEST	11547	0505FM	51/01
39125	Cow Creek Channel Daybeacon 1	DBN DMGD	11541	0076NC	38/05
39125	Cow Creek Channel Daybeacon 1	DBN IMCH	11541	0310FM	33/04
	Cherrystone Artificial Reef Buoys	MISSING	12221	NONED5	24/05
	Fox Hill Channel Daybeacon 9	MISSING	12238	0508HR	46/04
	Manklin Creek Buoy 1M	DBN IMCH	12211	NONED5	24/05

OCEAN PINES ASSOCIATION BUOY 1	MISSING	12211	NONED5	24/05
OCEAN PINES ASSOCIATION BUOY 2	MISSING	12211	NONED5	24/05
OCEAN PINES ASSOCIATION BUOY 3	MISSING	12211	NONED5	24/05
OCEAN PINES ASSOCIATION BUOY 4	MISSING	12211	NONED5	24/05
Old House Cove Warning Daybeacon A	MISSING	12231	0498BA	31/05
Old House Cove Warning Daybeacon B	MISSING	12231	0499BA	31/05
Old House Cove Warning Daybeacon C	MISSING	12231	0500BA	31/05
Parramore Artificial Reef Buoy	MISSING	12210	0071ES	21/05
SUNSET MARINA DAYBEACON 3	DBN DEST	12211	NONED5	24/05
Wachapreague Artificial Reef Buoys	MISSING	12210	0072ES	21/05

DISCREPANCIES (PRIVATE AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
None						

PLATFORM DISCREPANCIES

Name	Status	Position	BNM Ref.	LNM St	LNM End
None					

PLATFORM DISCREPANCIES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End
None					

SECTION III - TEMPORARY CHANGES and TEMPORARY CHANGES CORRECTED

This section contains temporary changes and corrections to Aids to Navigation for this edition. When charted aids are temporarily relocated for dredging, testing, evaluation, or marking an obstruction, a temporary correction shall be listed in Section IV giving the new position.

TEMPORARY CHANGES

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
8530	Tolchester Light	DISCONTINUED	12272	0537D5	47/04	
9500	Elizabeth River Channel Lighted Buoy 8	RELOCATED FOR DREDGING	12245	0311D5	21/05	
9552	Norfolk International Terminal North Channel Buoy 4	DISCONTINUED	12245	0588D5	43/05	
9570	Norfolk International Terminal Daybeacon 8	DISCONTINUED FOR DREDGING	12245	0638D5	48/05	
11895	James River Channel Lighted Buoy 27	RELOCATED FOR DREDGING	12248	0552D5	41/05	52/05
11903	James River Channel Lighted Buoy 29	RELOCATED FOR DREDGING	12248	0552D5	41/05	52/05
11905	James River Channel Lighted Buoy 30	RELOCATED FOR DREDGING	12248	0552D5	41/05	52/05
30670	Cape Fear River Channel Lighted Buoy 31	DISCONTINUED FOR DREDGING	11534	0530D5	39/05	
31055	Shallotte Inlet Buoy 1	DISCONTINUED	11534	0144D5	12/05	
31060	Shallotte Inlet Buoy 2	DISCONTINUED	11534	0144D5	12/05	
31065	Shallotte Inlet Buoy 3	DISCONTINUED	11534	0144D5	12/05	
31070	Shallotte Inlet Buoy 4	DISCONTINUED	11534	0144D5	12/05	
31075	Shallotte Inlet Buoy 5	DISCONTINUED	11534	0144D5	12/05	
31080	Shallotte Inlet Buoy 6	DISCONTINUED	11534	0144D5	12/05	
31082	Shallotte Inlet Buoy 7	DISCONTINUED	11534	0144D5	12/05	
31085	Shallotte Inlet Buoy 8	DISCONTINUED	11534	0144D5	12/05	
31085	Shallotte Inlet Buoy 8	DISCONTINUED	11534	0144D5	31/05	

31087	Shallotte Inlet Buoy 9	DISCONTINUED	11534	0144D5	12/05	
31090	Shallotte Inlet Buoy 10	DISCONTINUED	11534	0144D5	12/05	
31100	Shallotte Inlet Buoy 12	DISCONTINUED	11534	0144D5	12/05	
39905	Cape Fear River Channel Lighted Buoy 31	DISCONTINUED FOR DREDGING	11534	0530D5	39/05	
	James River Channel Lighted Buoy 27A	ESTABLISHED		0552D5	41/05	52/05
	James River Channel Lighted Buoy 29A	ESTABLISHED		0552D5	41/05	52/05

TEMPORARY CHANGES CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
None						

PLATFORM TEMPORARY CHANGES

Name	Status	Position	BNM Ref.	LNM St	LNM End
None					

PLATFORM TEMPORARY CHANGES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End
None					

SECTION IV - CHART CORRECTIONS

This section contains corrections to federally and privately maintained Aids to Navigation, as well as NOS corrections.

This section contains corrective actions affecting chart(s). Corrections appear numerically by chart number, and pertain to that chart only. **It is up to the mariner to decide which chart(s) are to be corrected.** The following example explains individual elements of a typical chart correction.

Chart Number	Chart Edition	Edition Date	Last Local Notice to Mariners	Horizontal Datum Reference	Source of Correction	Current Local Notice to Mariners
12327	91st Ed.	19-APR-97	Last LNM: 26/97	NAD 83		27/97
<i>Chart Title:</i> NY-NJ-NEW YORK HARBOR - RARITAN RIVER						
Main Panel 2245 NEW YORK HARBOR					CGD01	
(Temp)	ADD	NATIONAL DOCK CHANNEL BUOY 3			at 40-41-09.001N	074-02-48.001W
		Green can				
	Corrective Action	Object of Corrective Action			Position	

(Temp) indicates that the chart correction action is temporary in nature. Courses and bearings are given in degrees clockwise from 000 true.

Bearings of light sectors are toward the light from seaward. The nominal range of lights is expressed in nautical miles (NM) unless otherwise noted.

11537	36th Ed.	01-MAY-05	Last LNM: 51/05	NAD 83	52/05
<i>Chart Title:</i> Cape Fear River Cape Fear to Wilmington					
Main Panel 200 CAPE FEAR RIVER CAPE FEAR TO WILMINGTON. Page/Side: N/A					

CHANGE	Tabulation - Cape Fear River Channel Tab http://ocsddata.ncd.noaa.gov/nm/SupportImage.asp?ItemID=132933; NONE (NOS NW-11829)	NOS 33-59-50.000N	078-05-18.000W
11548	39th Ed. 01-NOV-03 Last LNM: 51/05 NAD 83		52/05
<i>ChartTitle:</i> Pamlico Sound Western Part			
CHART NC- PAMLICO SOUND- WESTERN PART. Page/Side: N/A			
ADD	Teaches Hole Channel Buoy 20A Red	CGD05 at 35-04-42.608N	075-01-18.908W
11550	29th Ed. 01-MAY-04 Last LNM: 51/05 NAD 83		52/05
<i>ChartTitle:</i> Ocracoke Inlet and Part of Core Sound			
Main Panel 514 OCRACOCK INLET & PART OF CORE SOUND. Page/Side: N/A			
ADD	Teaches Hole Channel Buoy 20A Red	CGD05 at 35-04-42.608N	075-01-18.908W
11555	39th Ed. 01-FEB-04 Last LNM: 49/05 NAD 83		52/05
<i>ChartTitle:</i> Cape Hatteras-Wimble Shoals to Ocracoke Inlet			
Main Panel 525 CAPE HATTERAS WIMBLE SHOALS TO OCRACOCK INLET. Page/Side: N/A			
ADD	Teaches Hole Channel Buoy 20A Red	CGD05 at 35-04-42.608N	075-01-18.908W
12277	33rd Ed. 01-OCT-04 Last LNM: 51/05 NAD 83		52/05
<i>ChartTitle:</i> Chesapeake and Delaware Canal			
Extension 631 CHESAPEAKE AND DELAWARE CANAL . Page/Side: N/A			
CHANGE	Wreck in Feet; 13 Wk	Chart No. 1: K26 (NOS NW-12095)	NOS 39-34-25.680N 075-34-35.210W
ADD	Obstruction; Obstn	Chart No. 1: K40 (NOS NW-12095)	NOS 39-34-26.100N 075-34-38.820W
12311	43rd Ed. 01-JUL-04 Last LNM: 50/05 NAD 83		52/05
<i>ChartTitle:</i> Delaware River Smyrna River to Wilmington			
Extension 668 DELAWARE RIVER SMYRNA RIVER TO WILMINGTON. Page/Side: N/A			
CHANGE	Wreck in Feet; 13 Wk	Chart No. 1: K26 (NOS NW-12095)	NOS 39-34-25.680N 075-34-35.210W
ADD	Obstruction; Obstn	Chart No. 1: K40 (NOS NW-12095)	NOS 39-34-26.100N 075-34-38.820W
12324	31st Ed. 01-JAN-04 Last LNM: 51/05 NAD 83		52/05
<i>ChartTitle:</i> Intracoastal Waterway Sandy Hook to Little Egg Harbor			
Main Panel 683 SANDY HOOK TO LITTLE EGG HARBOR. Page/Side: A			
CHANGE	Depth Legend - Cooks Creek to; 10 1/2 FT (NOS NW-11959)	NOS 40-06-07.270N	074-02-17.530W

SECTION V - ADVANCE NOTICES

This section contains advance notice of approved projects, changes to aids to navigation, or upcoming temporary changes such as dredging, etc. Mariners are advised to use caution while transiting these areas.

SUMMARY OF ADVANCED APPROVED PROJECTS

Approved Project(s)

Project Date

Ref. LNM

None

NJ/PA - UPPER DELAWARE RIVER - AIDS TO NAVIGATION CHANGE

On or about 15 January, 2006 the following aids to Navigation changes will occur to the seasonal status are described in the Light List, Vol. II, Atlantic Coast: Shrewsbury River, New Jersey to Little River, South Carolina:

"Replaced by Lighted Ice Buoy when endangered by ice"

Delaware River Lighted Buoy 50 (LLNR 3605)

Bellevue Range Lighted Buoy 6B (LLNR 3110)

"Replaced by Lighted Ice Buoy from January 1 to February 28"

Liston Range Lighted Buoy 7L (LLNR 2465)

Tinicum Island Range Lighted Buoy 5T (LLNR 3315)

Mifflin RANGE Lighted Buoy 1F (LLNR 3380)

Horseshoe Lower Lighted Buoy 35 (LLNR 3510)

Horseshoe Lower Lighted Buoy 37 (LLNR 3520)

Charts: 12311, 12312 & 12313.

MD - TANGIER SOUND - LITTLE ANNEMESSEX RIVER - AIDS TO NAVIGATION CHANGE

On or about February 13, 2006, the flash characteristic of Little Annemessex River Light 7 (LLNR 22840) will be changed from a Flashing Green 4 second (FI G 4s) to a Quick Flashing Green (Q G). Chart: 12231.

LNM: 51/05

VA - CHESAPEAKE BAY - NORFOLK HARBOR AND ELIZABETH RIVER (EASTERN BRANCH) - BRIDGE REGULATION CHANGE

Effective December 12, 2005, the Coast Guard is changing the regulations that govern the operation of the Berkley Bridge across the Eastern Branch of the Elizabeth River, at mile 0.4, in Norfolk, Virginia. The final rule will extend the morning and evening rush hour closure periods so that the morning rush hour period starts at 5 a.m. and ends at 9 a.m., and the evening rush hour starts at 3 p.m. and ends at 7 p.m., Monday through Friday, except Federal holidays. The rule will also reduce the deep-draft commercial vessel requirement to 18 feet and the advance notice period to 6 hours. This change will relieve vehicular traffic congestion during the weekday rush hours while still providing for the reasonable needs of navigation.

Copies of PUBLIC NOTICE 5-1057 which describes the changes in detail can be obtained by writing to the above address or by calling (757) 398-6629. Chart 12253.

VA - ELIZABETH RIVER - NORFOLK INTERNATIONAL TERMINAL - AIDS TO NAVIGATION CHANGE

On or about December 22, 2005 the Coast Guard will make the following changes to the Norfolk International Terminal.

The North Channel aids will have the suffix "N" added to all aid names: Chart:12245.

Norfolk International Terminal:

9552 - North Channel Buoy 4N 36 55 37 N - 076 20 01 W Red nun.

9552.1 - North Channel Buoy 5N 36 55 44 N - 076 19 56 W Green can.

9552.5 - North Channel Lighted Buoy 6N 36 55 34 N - 076 19 52 W Q R 3 Red.

9553.5 - North Channel Buoy 8N 36 55 21 N - 076 19 54 W Red nun.

The South Channel aids will be renamed to include the name designation of "South Channel" as well as, the suffix -S-. Buoy 4 will be relocated, Daybeacon 6 and Daybeacon 8 will be changed to buoys (5x9 hulls) and relocated and Daybeacon 10 will be established.

Norfolk International Terminal:

9555 - South Channel Buoy 2S 36 54 51.000 N, 076 20 06.000 W Red nun.

9560 - South Channel Buoy 4S 36 54 48.336 N, 076 19 59.778 W Red nun.

9565 - South Channel Buoy 6S 36 54 37.365 N, 076 19 52.094 W Red nun.

9570 - South Channel Buoy 8S 36 54 26.290 N, 076 19 44.334 W Red nun.

9572 - South Channel Daybeacon 10S 36 54 11.089 N, 076 19 41.781 W TR on pile.

NC - CAPE FEAR RIVER - SUNNY POINT TERMINAL - AIDS TO NAVIGATION CHANGE

On or about 31 December, 2005 the following aids to navigation change will occur:

Sunny Point Terminal Lighted Buoy 4S (LLNR 30573) will be changed to Light 4S (LLNR 30573) and be relocated to approximate position 33-59-11N, 077-57-13W. Sunny Point Terminal Light 5S (LLNR 30575) will be relocated to approximate position 33-59-09N, 077-57-18W. Chart: 11537.

NC - CAPE FEAR RIVER - SUNNY POINT TERMINAL - AIDS TO NAVIGATION CHANGE

On or about 31 December, 2005 the following aids to navigation changes will occur:

Sunny Point Terminal Light 11 (LLNR 30603) will be established in approximate position 34-00-46.732N, 077-57-10.048W

Sunny Point Terminal Light 12 (LLNR 30605) will be relocated to approximate position 34-00-40.670N, 077-57-06.327W

Sunny Point Terminal Light 17 (LLNR 30620) will be discontinued. Chart: 11537.

SECTION VI - PROPOSED CHANGES

Periodically, the Coast Guard evaluates its system of aids to navigation to determine whether the conditions for which the aids to navigation were established have changed. When changes occur, the feasibility of improving, relocating, replacing, or discontinuing aids are considered. This section contains notice(s) of non-approved, proposed projects open for comment. SPECIAL NOTE: Mariners are requested to respond in writing to the District office unless otherwise noted (see banner page for address).

PROPOSED WATERWAY PROJECTS OPEN FOR PUBLIC COMMENT

<u>Proposed Project(s)</u>	<u>Closing</u>	<u>Docket No.</u>	<u>Ref. LNM</u>
None			

NJ - ICW - SANDY HOOK TO LITTLE EGG HARBOR - MANASQUAN INLET -MANASQUAN RIVER - PROPOSED BRIDGE REGULATIONS

The Coast Guard proposes to change the regulations that govern the operation of the Route 35 Bridge, at ICW mile 1.1, across Manasquan River, at Brielle, NJ. The proposal will allow the drawbridge to provide vessel openings upon four hours advance notice from December 1 to March 31. This proposal will reduce draw tender services during the non-peak boating season while still providing for the reasonable needs of navigation. Comments on this proposal should be forwarded to the above address attention (obr) no later than February 6, 2006. Copies of PUBLIC NOTICE 5-1058 which describes the proposal in detail can be obtained by writing to the above address or by calling (757) 398-6422. Chart: 12324.

LNM: 52/05

VA - POTOMAC RIVER - CURRIOMAN BAY - AIDS TO NAVIGATION CHANGE

The Coast Guard is soliciting for comments on discontinuing Currioman Bay Buoy 2 (LLNR 17045) and Currioman Bay Buoy 4 (LLNR 17050) due to shoaling. At present shoaling exists to a least depth of 2.5 feet from Elbow Point south across the entire waterway. Comments on this proposal should be forwarded to: Commander (oan), Fifth Coast Guard District, 431 Crawford Street, Portsmouth, VA. 23704-5004, Attn: Albert Grimes no later than February 07, 2006. Charts: 12285 & 12286.

LNM: 51/05

SECTION VII - GENERAL

This section contains information of general concern to the Mariners. Mariners are advised to use caution while transiting these areas.

VA - WILLOUGHBY BAY - THIMBLE SHOAL CHANNEL - HELICOPTER AIRBORNE MINE COUNTERMEASURES OPERATIONS

Helicopter Mine Countermeasures Squadron Fourteen (HM-14) routinely conducts airborne mine countermeasures (AMCM) operations utilizing the MH-53E helicopter at low altitudes over the following inland and coastal waterways:

- Willoughby Bay

- Thimble Shoal Channel from the Naval Station Norfolk piers to the Chesapeake Bay Bridge Tunnel.

VA - WILLOUGHBY BAY - THIMBLE SHOAL CHANNEL - HELICOPTER AIRBORNE MINE COUNTERMEASURES OPERATIONS

- An area of the Chesapeake Bay, adjacent to the Thimble Shoal Channel from Thimble Shoal to the Chesapeake Bay bridge tunnel extending to the north four miles to form a four by seven mile rectangle.

During these operations, the aircraft will be operating at altitudes as low as seventy-five feet and will produce localized winds in excess of 125 miles per hour. Rotor wash produced winds pose a considerable hazard to vessels, especially sailing vessels. The devices the helicopters tow range in size and appearance from a large orange and white sled approximately the size of a pick up truck to slightly submerged steel pipes thirty feet in length, both of which have submerged cable extending well beyond the visible portion of the towed device. The Aircraft Commanders have been directed to exercise every effort to conflict and avoid surface vessels.

All mariners are requested to remain well clear of the helicopters, the towed devices, and the area extending directly behind the aircraft for four hundred yards. Do not approach or cross the area directly behind the towed device as a submerged hazard exists regardless of whether the device is in motion or stationary.

These operations involve large naval helicopters at flight altitudes of 100 feet or less, towing surface and sub-surface devices at speeds up to 25 knots. Helicopters may be identified by a rotating amber position light on centerline of main hull flashing 90 times per minute. An area of hurricane-force winds exists within a 250-foot radius around these helicopters, sufficient to blow people and objects from exposed decks and capsize small craft. The towed devices may be completely invisible and include large cables on or just below the surface streaming up to 1200 feet behind the aircraft. AMCM helicopters will transit to and from the area described above in the following manner: Outboard from the seaplane ramp at the Norfolk Naval Air Station across Willoughby Bay to the main shipping channel, then easterly along the main channel to Buoy 21. From Buoy 21 either East, SE or SSE to the operating area. The return flight will follow the same path as the outbound flight. To minimize the potential for mishap, vessels are requested to remain well clear of these danger zones when AMCM operations are encountered. Charts: 12200, 12205, 12221, 12222 & 12254.

VA -YORK RIVER - U.S. NAVAL WEAPONS STATION - CHEATHAM ANNEX - SMALL ARMS LIVE FIRE DANGER ZONE

A Danger zone has been established within an area beginning at Mean High Water on the shore at the U.S. Naval Weapons Station, Cheatham Annex facility on the York River, located at 37-17-33.10N, 076-36-19.06W; then northeast to a point on the York River at 37-18-36.650N, 076-34-39.010"W, thence south, southeast to 37-18- 59.37N, 076-34-13.65W; then southwest to a point on the shore located at 37-17-26.750N, 076-36-14.890W. Vessels may transit this area at any time, however, no vessel shall anchor, fish or conduct any waterborne activities within the Danger Zone established in accordance with this regulation any time live firing exercises are being conducted. Any time live firing is being conducted a red flag will be displayed in a conspicuous location along the shore to signify the range is active. At night, red lights will be displayed. Chart: 12241.

VA - COASTAL - U.S. NAVAL BASE DAM NECK, VIRGINIA BEACH - SMALL ARMS RANGE LIVE FIRE SCHEDULE

All vessel operators are reminded to review Navigation Regulations as described in paragraph 334.380 of Chapter 2, of U.S. Coast Pilot 4, Atlantic Coast: Cape Henry to Key West (37TH) Edition when operating south of the entrance to the Chesapeake Bay, off the Dam Neck Naval Firing Range. When firing is in progress during daylight hours, red flags will be displayed at conspicuous locations on the beach at the facility. Vessels shall proceed through the area with caution and shall remain in the area no longer than necessary for transit.

The U.S. Naval Base Dam Neck Live Fire Range will be active during the following periods:

Night live fire operations will be commence at 5:30 a.m. and last approximately 90 minutes. Charts: 12203, 12205, 12207 & 12221.

VA - COASTAL - STATE MILITARY RESERVATION, CAMP PENDLETON, VIRGINIA BEACH - SMALL ARMS LIVE FIRE SCHEDULE

The Camp Pendleton State Military Reservation Live Fire Small Arms Range described as "all of the waters seaward of the mean high water shore line within a sector between radial lines extending 13,500 yards seaward and bearing 090 degrees true and 150 degrees true, respectively, from a point on shore at 36-49-09N, 075-58-45W". All vessel operators are reminded to review Navigation Regulations as described in paragraph 334.380 of Chapter 2, of U.S. Coast Pilot 4, Atlantic Coast: Cape Henry to Key West (37th) Edition when operating south of the entrance to the Chesapeake Bay. Firing will take place only during daylight hours and red flags will be displayed at conspicuous locations on the beach at the facility. Vessels shall proceed through the area with caution and shall remain in the area no longer than necessary for transit.

The Camp Pendleton Live Fire Range will be active during the following periods:

Charts: 12203, 12205, 12207 & 12221.

NC - NEW RIVER - FIRING EXERCISES

The Commanding General, Marine Corps Base, Camp Lejeune, North Carolina, has advised that the area in the Atlantic Ocean between a point approximately 4.5 miles east of Bogue Inlet to a point approximately 10.0 miles southwest of New River Inlet, North Carolina, within the existing danger zone (depicted as 334.440) as shown on National Ocean Service Chart 11543, will be hazardous to navigation because of field firing exercises during the periods and times listed below. Firing will be to 3 miles seaward. Vessels are urged to avoid the above area during the periods stated except for the Atlantic Intracoastal Waterway, where mariners traveling through this area can expect a delay of about one hour during the above times. Range Control Boats, Marine Corps Base Camp Lejeune, North Carolina monitor Channel 16 VHF-FM (156.8 MHz) and the

NC - NEW RIVER - FIRING EXERCISES

working Channel 82 VHF-FM (161.725 MHz).

The restricted areas in New River, as shown on National Ocean Service Chart 11542, will be closed to navigation because of firing exercises during the following periods:

Jacksonville Sector Sunrise to Sunset - daily.

Farnell Bay Sector Sunrise to Sunset - daily.

Traps Bay Sector Sunrise to Sunset - daily.

Stone Bay Sector 12:01 a.m. to Midnight - daily.

Stone Creek Sector 12:01 a.m. to Midnight - daily.

Grey Point Sector 12:01 a.m. to Midnight - daily.

Ship operations consisting of landing craft, amphibious vehicles, and helicopters will be conducted in the Onslow Beach operating area and all sectors of New River from 12:01 a.m. to Midnight - daily. Range Control Boats, Marine Corps Base Camp Lejeune, North Carolina monitor Channel 16 VHF-FM (156.8 MHz) and the working Channel 82 VHF-FM (161.725 MHz).

Charts: 11542 & 11543.

NJ/PA - DELAWARE RIVER - MANTUA CREEK - BRIDGE CLOSURE

Mariners are advised that repairs have been extended at the S.R. 44 Bridge, at mile 1.7, across the Mantua Creek, in Paulsboro, New Jersey. To facilitate completion of needed mechanical repairs, the vertical lift span will be maintained in the closed-to-navigation position through 5 p.m. on March 31, 2006. The available vertical clearance in the closed position to vessels is approximately 5 feet, at mean high water. Chart: 12312.

LNM: 51/05

DE - NJ - DELAWARE RIVER - BULKHEAD SHOAL CHANNEL - HAZARD TO NAVIGATION

The Coast Guard has received a report of a steel pile hazard to navigation located in approximate position 39-34-25.68N, 075-34-35.21W adjacent to the Bulkhead Shoal Channel, between the channel and the shoreline at Dutch Neck, Delaware City, DE. At flood stage this hazard may be completely submerged and invisible. Mariners are requested to transit this area with caution. Charts: 12277 & 12311.

MD - UPPER CHESAPEAKE BAY - BACK RIVER - FROG MORTAR CREEK - MAST HEIGHT WARNING

FAA requires small craft operators with mast heights of 37 feet or greater to observe caution while transiting Frog Mortar Creek in the vicinity of Martin State Airport. Operators of such vessels shall contact Martin State Airport via telephone at 410-238-1008 prior to entering and when departing the safety area. Chart: 12278.

MD - UPPER CHESAPEAKE BAY - SPECIAL LOCAL REGULATION FOR MARINE EVENT - NOTICE OF PROPOSED RULE MAKING - VOLVO OCEAN RACE

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 100

[CGD05-05-130]

RIN 1625-AA08

Special Local Regulations for Marine Events; Chesapeake Bay

AGENCY: Coast Guard, DHS.

ACTION: Notice of proposed rulemaking.

SUMMARY: The Coast Guard proposes to establish special local regulations during the "Volvo Ocean Race 2005-2006", sailboat races to be held on the waters of the Chesapeake Bay in the vicinity east of Gibson Island, Maryland and near the William Preston Lane Jr. Memorial (Chesapeake Bay) Bridge near Annapolis, Maryland. These special local regulations are necessary to provide for the safety of life on navigable waters during the event. This action is intended to restrict vessel traffic in segments of the Chesapeake Bay during the sailboat races.

DATES: Comments and related material must reach the Coast Guard on or before 15 February 2006.

ADDRESSES: You may mail comments and related material to Commander (oax), Fifth Coast Guard District, 431 Crawford Street, Portsmouth, Virginia 23704-5004, hand-deliver them to Room 119 at the same address between 9 a.m. and 2 p.m., Monday through Friday, except Federal holidays, or fax them to (757) 398-6203. The Auxiliary and Recreational Boating Safety Branch, Fifth Coast Guard District, maintains the public docket for this rulemaking. Comments and material received from the public, as well as documents indicated in this preamble as being available in the docket, will become part of this docket and will be available for inspection or copying at the above address between 9 a.m. and 2 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Mr. Ron Houck, Project Manager, Marine Information Specialist, U.S. Coast Guard Sector Baltimore, at (410) 576-2674.

LNM: 48/05

MD - CHESAPEAKE BAY - UPPER TANGIER SOUND - HONGA RIVER - SHOALING

There has been a report of shoaling in the vicinity of Honga River Channel Light 17 (LLNR 24550) to a depth of 2 feet MLW. All mariners are advised to transit the area with extreme caution. Chart: 12261.

LNM: 51/05

MD - CHESAPEAKE BAY - UPPER TANGIER SOUND - TAR BAY - SHOALING

There has been a report of shoaling in the vicinity of Tar Bay Channel Light 5 (LLNR 24600) to a depth of 2 feet MLW. All mariners are advised to transit the area with extreme caution. Chart: 12261.

LNM: 51/05

MD - POTOMAC RIVER - CURRIOMAN BAY - SHOALING

There has been a report of shoaling in the vicinity of Currioman Bay Buoy 2 (LLNR 17045) and Currioman Bay Buoy 4 (LLNR 17050). Shoaling extends from Elbow Point across the channel. All mariners are advised to transit the area with extreme caution. Chart: 12286.

LNM: 51/05

MD - CHESAPEAKE BAY - TEMPORARY SAFETY ZONES FOR BALTIMORE NEW YEAR'S EVE CELEBRATION FIREWORKS

Mariners are advised that, as defined in Title 33 Code of Federal Regulations Part 165.506, the following temporary safety zones will be established within the Captain of the Port Baltimore Zone for a fireworks display planned during the upcoming New Year's Eve celebration: Patapsco River, within a 150-yard radius of the fireworks barge in approximate position 39°16-55N, 076°36-17 W, at the entrance to Baltimore Inner Harbor, and within a 250-yard radius of the fireworks barge in approximate position 39°16-37N, 076°35-54 W, at the western end of Northwest Harbor (Western Section). These safety zones will be enforced from 11 p.m. on December 31, 2005 to 1 a.m. on January 1, 2006, for a fireworks display held at midnight on December 31, 2005, (a rain date of January 1, 2006, at 7 p.m. is authorized, if warranted). When utilized, the fireworks barges will have a sign on its port and starboard sides labeled FIREWORKS--DANGER--STAY AWAY to provide on scene notice that the safety zones will be enforced. This notice will consist of a diamond shaped sign 4 foot by 4 foot with a 3-inch orange retro reflective border. The word ``DANGER" in 10 inch black block letters centered on the sign with the words ``FIREWORKS" and ``STAY AWAY" in 6 inch black block letters above and below the word ``DANGER" respectively on a white background. Vessels may not enter, remain in, or transit through the safety zone during the enforcement period unless authorized by the Coast Guard Captain of the Port (COTP) or designated Coast Guard patrol personnel on scene. All persons and vessels shall comply with the instructions of the COTP or the designated on-scene-patrol personnel, and upon being hailed by siren, radio, flashing light or other means, the operator of a vessel shall proceed as directed. Other Federal, State and local agencies may assist these personnel in the enforcement of the safety zone. For any comments or questions, contact Mr. Ron Houck at Coast Guard Sector Baltimore, telephone number (410) 576-2674.

MD/VA/DC - POTOMAC RIVER - WOODROW WILSON BRIDGE - BRIDGE INFORMATION

Mariners are advised that construction of the new Woodrow Wilson Memorial Drawbridge across the Potomac River, mile 103.8, between the City of Alexandria, Virginia and Oxon Hill, Maryland is ongoing until 2010. Excessive speed and wake by boaters may cause serious or fatal incidents to the Bridge project. It is crucial that mariners obey the speed restrictions and eliminate wakes through the work zone due to the sensitive and precise nature of the work and for worker safety. A temporary floating/sliding bridge will be in place in the waterway during drawbridge construction until further notice. There will be intermittent day-time channel restrictions as a result of the floating bridge and mariners are urged to listen to the BNMs for updates of it's position in the waterway. Mariners are also urged to use extreme caution when transiting this area for work barges, exposed piles, and anchor buoys. For further information and updates to construction operations, contact Mr. Mike Baker, Environmental Construction Manager for the Woodrow Wilson Bridge Project at 301-567-0094 Ext 242 or visit the Project's website online at www.wilsonbridge.com. Charts: 12285 & 12289.

VA - COASTAL - CHESAPEAKE BAY ENTRANCE SOUTHERN APPROACH - DREDGING

On or about 22 December 2005, the Great Lakes Dredge and Dock Dredge PADRE ISLAND assisted by the survey vessel ST. JOHNS RIVER will commence dredging of the Deep Water Route (DW), located in the Southern Approach of the Traffic Separation Scheme (TSS) in the Approaches to the Chesapeake Bay. The Deep Water Route is located between the Inbound and Outbound Traffic Lanes in the Southern Approach. Aids to navigation marking the Southern Approach will be relocated as necessary to facilitate the dredging. Dredge material will be placed in the Dam Neck ODMS. The Dredge PADRE ISLAND will make securite- calls each time it enters and leaves the TSS, crossing the Outbound Traffic Lane enroute to/from the Offshore Dredge Material Disposal Area (ODMS). Dredging operations will continue until approximately 31 March 2006. The dredge and survey vessel will be standing by VHF-FM Channels 13 and 16. Mariners are requested to stay clear of the dredge and survey vessel and are requested to exercise extreme caution and no wake when approaching, passing and leaving a dredge operation location and to strictly comply with the Rules of the Road. Charts: 12207, 12208, 12221, 12222 & 12205.

LNM: 50/05

VA - YORK RIVER - DATA BUOY ESTABLISHMENT

On or about January 9, 2006, The Virginia Institute of Marine Science will establish a 6 meter nomad buoy, yellow, near the mouth of the York River, approximately 4000 ft North of Goodwin Island. VIMS Lighted Data Buoy GI (LLNR 13507) in position 37 14 05.160N - 076 24 03.000W showing a FI Y 4s. Charts: 12241& 12238.

LNM: 51/05

VA - JAMES RIVER - HAZARD TO NAVIGATION

A submerged piling hazard to navigation has been reported in approximate position 37-01.04N, 076-29.5W in the vicinity of James River Channel Light 2 (LLNR 11370). All mariners are advised to transit the area with extreme caution. Chart: 12248.

LNM: 51/05

NC - OCRACOE INLET - BIG FOOT SLOUGH CHANNEL - DREDGING

The Dredge LEXINGTON will be conducting dredging operations in Big Foot Slough Channel between 29 December 2005 and 10 February, 2006. The dredge can be contacted on VHF-FM channels 13 and 16. Mariners are requested to stay clear of the dredge, floating and submerged pipelines, buoys and wires. Mariners are requested to exercise extreme caution and no wake when approaching, passing and leaving a dredge operation location and to strictly comply with the Inland Rules of the Road. Chart: 11550.

LNM: 52/05

DREDGING/MARINE CONSTRUCTION PROJECTS CURRENTLY IN PROGRESS

NJ Delaware River Marcus Hook Channel/Anchorage Dredging 26 Sep 31 Dec 2005 PULLEN Ref. LNM 40/05
 PA Cooco Phillips Refinery Pier Marine Construction 28 Sep Jun 2006 Commerce Construction Co. Ref. LNM 40/05.
 MD Rockhold Creek Dredging Until 31 Dec 2005 McLean Contracting Ref. LNM 47/05
 MD Annapolis Harbor Dredging Until 15 Jan 2006 Dredge DB-2400 Ref. LNM 47/05
 MD Browns Creek Dredging 1 Nov 28 Feb 2006 Mclean Contracting Ref LNM 44/05.
 MD Grove Point to Tolchester Beach Dredging 23 Sep 31 Dec 2005 VIRGINIAN Ref. LNM 39/05.
 MD Havre de Grace Yacht Basin and Entrance Dredging until 28 February 2006 DREDGE 31 Ref. LNM 40/05
 VA Chesapeake Bay Entrance Southern Approach of the Traffic Separation Scheme Dredging
 22 Dec 31 Mar 2006 DREDGE PADRE ISLAND Ref. LNM 50/05
 VA Lynnhaven Inlet Dredging Until Further Notice DREDGE WOODY Ref. LNM 47/05
 VA Elizabeth River APM Terminal Dredging 13 Jun 04 Jan 2006 Weeks Dredge 312
 VA Rudee Inlet Dredging Until Further Notice DREDGE RUDEE II
 VA Elizabeth River Western Branch Bridge demolition/Construction Apr 2002 Dec 2005 Tidewater Construction
 NC Roanoke Sound Dredging 30 Nov 31 Mar 2006 DREDGE MARION Ref. LNM 48/05.
 NC Wilmington Harbor Dredging 01 Apr 2005 01 Apr 2006 Great Lakes Clamshell Dredge No. 54
 NC Upper Cape Fear River Dredging 23 Aug. 2005 31 Jan 2006 DREDGES CHEROKEE & ENTERPRISE
 NC AIWW-Figure 8 Island Dredging 15 Nov 31 Dec 2005 DREDGE LEXINGTON Ref. LNM 46/05
 NC Ocracoe Inlet/Big Foot Slough Dredging 29 Dec 10 Feb 2006 DREDGE LEXINGTON Ref. LNM 52/05

SECTION VIII - LIGHT LIST CORRECTIONS

An Asterisk *, indicates the column in which a correction has been made to new information

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
5850	Virginia Inside Passage Light 80	37-43-05.838N 075-35-47.778W	FI R 2.5s	15	4	TR on multi-pile structure. *	52/05
5880	Virginia Inside Passage Light 85	37-41-52.518N 075-36-39.402W	FI G 4s	15	4	SG on pile. *	52/05
5885	Virginia Inside Passage Light 87	37-41-19.740N 075-36-54.204W	Q G	15	3	SG on pile. *	52/05
5895	Virginia Inside Passage Light 91	37-41-02.526N 075-36-16.890W	Q G	15	3	SG on multi-pile structure. *	52/05
5925	Virginia Inside Passage Light 101	37-39-26.598N 075-37-12.810W	FI G 4s	15	3	SG on pile. *	Light equipment removed when endangered by ice. 52/05
5970	Virginia Inside Passage Light 115	37-37-57.462N 075-39-32.916W	Q G	15	3	SG on pile. *	Light equipment removed when endangered by ice. 52/05
6020	Virginia Inside Passage Light 128	37-35-47.568N 075-41-12.630W	Q R	15	3	TR on multi-pile structure. *	52/05
23110	Big Thorofare Channel Daybeacon 33	37-59-37.458N 076-01-03.656W				SG on pile. *	52/05
28956	Teaches Hole Channel Buoy 20A	35-04-42.608N 075-01-18.908W				Red nun. *	52/05
*	*	*	*	*	*	*	*
31980	Pamlico Sound North Light N	35-41-49.069N 075-40-40.478W	FI W 2.5s	27	6	NR on skeleton tower on multi-pile structure. *	52/05

SECTION VIII - LIGHT LIST CORRECTIONS (Continued)

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
36733 1455	Cape May Harbor Range Front Light 4	38-57-07.762N 074-52-35.156W	Q R	16	W 10	TR-TY on multi-pile structure. On same structure as Cape May Harbor Range Front light.	52/05
			*				

PUBLICATION CORRECTIONS

None

ENCLOSURES

U.S. Coast Pilot 4, Atlantic Coast: Cape Henry, VA to Key West, FL, 2005.Change No. 13. <http://nauticalcharts.noaa.gov/ncd/cpdownload.htm>

L.L. HERETH
Rear Admiral, U.S. Coast Guard
COMMANDER, FIFTH COAST GUARD DISTRICT